

Headquarters
U.S. Army Armor Center and Fort Knox
Fort Knox, Kentucky 40121-5000
18 February 2003

*Fort Knox Reg 95-1

Aviation

FORT KNOX AVIATION SAFETY AND STANDARDIZATION

Summary. This regulation covers the safety and standardization policies and procedures for Fort Knox Godman Army Airfield (AAF) and Fort Knox, Kentucky. It is to be used in conjunction with AR 95-1.

Applicability. This regulation applies to all U.S. Army Armor Center (USAARMC) and Fort Knox major activities, directorates, staff offices/departments, and Partners in Excellence.

Suggested Improvements. The proponent of this regulation is the G3/Directorate of Plans, Training and Mobilization (G3/DPTM), Aviation Division. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to CDR, USAARMC and Fort Knox, ATTN: ATZK-PTA, Fort Knox, Kentucky 40121-5000.

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*This regulation supersedes Fort Knox Reg 95-1, 1 November 2000.

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CHAPTER 1

GENERAL

1-1. Purpose. To establish aviation operations and safety procedures to eliminate and mitigate aircraft inflight mishaps for aircraft operating at Fort Knox, KY and within the Fort Knox Local Flying Area. This regulation prescribes aviation policies and procedures for personnel of Fort Knox Partners in Excellence and transient units operating aircraft at Fort Knox, KY or within the Fort Knox LFA. Consult Godman AAF Standard Operating Procedure (SOP) for policies and procedures on operations at Godman AAF not covered in this regulation.

1-2. References. See appendix F.

1-3. Explanations of Acronyms/Abbreviations. See appendix G.

1-4. Responsibilities. Commanders are responsible for ensuring each aircrew is properly briefed before the execution of any mission on Fort Knox or within the training areas on Fort Knox. Fort Knox Form ATZK-PT 1164 will be completed and signed by a member of the chain of command and placed on file with Godman Operations at least 5 working days before the exercise/operation. Additionally, the Commander of the aviation unit will contact the G3/DPTM 5 working days before the exercise/mission. Commanders will ensure proper coordination has been conducted with Godman Operations, Range Control, and Aviation Safety. Compliance with this regulation is the key to aviation units continued use of Fort Knox airspace, ranges, and training areas. Noncompliance will result in curtailment of aviation operations and training until compliance problems are corrected.

1-5. Fighter Management. Aviation units conducting operations at Fort Knox will comply with their unit's fighter management directives, policies, and service guidelines to ensure the safe operation of aircraft during operations and training on Fort Knox.

1-6. Exceptions. The G3/Directorate of Plans, Training and Mobilization (G3/DPTM) or the Airfield Manager, is the approval authority for exceptions to policies and procedures established in this regulation. Written requests for exceptions to policy must include a complete justification and risk assessment. This must be submitted to the G3/DPTM for approval at least 10 days before the exercise/operation. Implementation will be delayed until written approval is received.

1-7. Orientation Briefings. Before conducting aviation operations within the training areas/restricted areas at Fort Knox, nontenant aviators must be briefed on local airspace structure and aviation operation procedures by Godman Operations personnel or Aviation Safety. Minimum items to be briefed are listed on pages 3-10, paragraph (d), of TC 1-210. Tenant units will conduct local area orientations in both day and night conditions.

a. Units will use ATZK-PT Form 1-R (Fort Knox Local Area Orientation) to document orientation training. See sample completed form at Figure 1-1 and blank form in appendix H.

b. MEDEVAC is covered by TRADOC Reg 385-2.

FORT KNOX LOCAL AREA ORIENTATION									
SECTION A – CREW MEMBER RECEIVING THE ORIENTATION									
1. CHECK ONE <input checked="" type="checkbox"/> a. INITIAL <input type="checkbox"/> b. RENEWAL		2. RANK CW2		3. NAME (Last, First, MI) LIFESAVER, Robert B.			4. UNIT NAME AND MILITARY ADDRESS 50th MEDEVAC Fort Campbell, KY 42223-5000		
5. COMPLETED ORIENTATION		a. DAY			b. NIGHT			6. SIGNATURE <i>Robert B. Lifesaver</i>	
		YR 98	MO 12	DAY 15	YR 98	MO 12	DAY 16		
SECTION B – CREW MEMBER CONDUCTING THE ORIENTATION									
7. RANK CW4		8. NAME (Last, First, MI) ADVISOR, Dan D.				9. UNIT NAME AND MILITARY ADDRESS 50th MEDEVAC Fort Campbell, KY 42223-5000			
10. POSITION <input type="checkbox"/> SP <input checked="" type="checkbox"/> IP <input type="checkbox"/> PC <input type="checkbox"/> CE <input type="checkbox"/> OTHER						11. SIGNATURE <i>Dan D. Advisor</i>			
SECTION C – ORIENTATION CHECKLIST									
12. DAY					13. NIGHT				
a. Local flying regulations					a. Local flying regulations				
b. Range regulations					b. Range regulations				
c. Flight restrictions					c. Flight restrictions				
d. Local hazards map					d. Local hazards map				
e. Local instrument flight procedures					e. Local instrument flight procedures				
f. ATC facilities					f. ATC facilities				
g. NAVAIDS					g. NAVAIDS				
h. IIMC plan					h. IIMC plan				
i. Seasonal environmental hazards					i. Seasonal environmental hazards				
j. Local flight following					j. Local flight following				
k. Review of local crash map					k. Review of local crash map				
l. Range Control clearance procedures					l. Range Control clearance procedures				
m. Review risk assessment/hazard analysis requirements					m. Review risk assessment/hazard analysis requirements				
n. Review local hospital helipads					n. Review local hospital helipads				
o. Review LZ/PZ album					o. Review LZ/PZ album				
SECTION D – MISC. (REMARKS/COMMENTS)									

ATZK-PT FORM 1-R, AUG 00

Figure 1-1. Sample of Completed ATZK-PT Form 1-R (Fort Knox Local Area Orientation)

CHAPTER 2

LOCAL FLYING REGULATIONS

2-1. Local Flying Area (LFA).

a. The master copy of the Fort Knox LFA map is maintained in the Flight Planning Room, Airfield Operations, Godman AAF. For a detailed description of the Fort Knox LFA boundaries see appendix A.

b. Unit flight operations/flight planning areas will display a LFA map marked with areas restricted to flight.

c. Approved Landing Areas.

(1) Landing Areas on Fort Knox are broken down into two groups: Airports/Helipads (Cantonment Area) and Airstrips/Helipads/Landing Zones (Training Complex).

(2) The Chief, Aviation Division (Airfield Manager) has approval authority over use of Godman AAF, all heliports, runways, and landing zones in the Fort Knox Cantonment Area.

(3) The Chief, Range Division (Range Manager) has approval authority over use of all heliports, airstrips, training areas, and landing zones in the Fort Knox Training Complex.

(4) Airports/Heliports (Cantonment Area). Godman AAF and Ireland Army Community Hospital (IACH) Helipad are the only official airports/heliports on Fort Knox. Both are lighted and maintained. Godman AAF is the only approved instrument landing facility on Fort Knox. The hospital helipad is for MEDEVAC helicopters only. Commander, IACH approval is required, in advance, for any other use.

(5) Approved Landing in the Cantonment Areas. See appendix C for listing.

(6) Landing within the Fort Knox Cantonment Area at sites other than those listed in appendix C is prohibited, unless a safety survey is completed in advance by the Airfield Safety Officer or Airfield Manager. This safety survey must be conducted before the temporary landing area can be authorized for use. Safety surveys will be reviewed and approved by the Airfield Manager or a designated representative. Temporary landing area approvals are valid for 30 days. Continued use for a longer specific period or reuse of a previously approved temporary landing area requires written approval for subsequent dates and different missions.

(7) Approved landing sites at airstrips, helipads, landing zones in the Fort Knox Training Complex are listed in appendix C. Range Control and Airfield Operations must approve these landing sites for use.

(8) Use of Runways and Traffic Patterns at Godman AAF.

(a) The primary all weather runway is Runway 18/36. All traffic patterns are established west of the airfield. Traffic patterns will be flown to minimize overflight of the Gold Depository, dependent schools, and family housing areas. Noise Abatement procedures will be adhered to at all times.

(b) The secondary runway is Runway 15/33 and is used as a tactical landing strip for Air Force C-130 aircraft. Runway 15/33 has a VOR approach.

(c) Runway 04/22 is designated as a VFR runway for helicopter use and may be used by light/STOL fixed wing aircraft. Runway use by pilot request only.

(d) Helicopters operating at Godman AAF may use any safe and clear movement area within the airfield boundary for departure and arrival when approved by Godman Tower/Advisory. Aircraft will not over fly equipment, vehicles, parked or taxiing aircraft.

(e) Traffic pattern altitudes are as follows:

Helicopters - 1500 feet Mean Sea Level (MSL) downwind, 1300 feet MSL base.

Airplanes - 2300 feet MSL downwind, 2000 feet MSL base.

Overhead maneuver (360) pattern altitude will be conducted at 2800 feet MSL.

(f) Emergency Procedure training will be conducted at Godman AAF.

2-2. Noise Abatement. Noise abatement practices and procedures will be briefed during mission planning and adhered to during the mission/operation. All measures possible will be taken to minimize flight activities that will adversely affect the quality of the life of citizens in the communities that surround Fort Knox. Altitude restrictions and guidelines in this regulation will be followed. Plan to fly as high as possible.

a. The minimum off post altitude within LFA #1 is 500 feet Above Ground Level (AGL).

b. For further noise abatement areas, altitudes, and distances for avoidance areas see appendix B.

2-3. Areas Restricted to Flight.

a. Bullion Depository (Gold Vault) - Over flight is not authorized, except during an actual emergency, or while executing an instrument approach to Godman AAF. When on straight-in approach to Runway 36 or departure from Runway 18, alter flight path to avoid overflight of the Gold Vault property, if safety of flight operations can be maintained.

b. Rogers Hollow - (grid FT 0230 0230, FT 0300 0175, FT 0125 0100; ET 0175 0030 defines the area). Overflight is not authorized except when specifically cleared by Range Control and the altitude will be 3400 feet Above Ground Level (AGL) (4200 feet MSL). Remain well clear whenever possible and especially during test operations. Contact Range Control for current status and planned activities.

c. Military Ammunition Storage Area (MASA). Overflight altitude must be at least 1000 feet AGL (1800 feet MSL) to ensure a forced-landing outside of the fenced area. MASA is located approximately 2 miles North Northwest of Godman AAF (grid ET 889 002, ET 897 012, ET 902 000, ET 897 993 defines the area).

d. Housing and Cantonment Areas. Avoid overflight as much as possible and remain at or above 500 feet AGL (1300 feet MSL) except during takeoff and landing. Airplanes will comply with Federal Aviation Regulations (FAR).

e. Off Reservation Operations. During off-post operations, noise abatement procedures will be used and avoidance of overflights of populated areas and livestock will be per FAR Part 91. MEDEVAC helicopters on actual MEDEVAC missions are exempt from these restrictions.

(1) Avoidance areas for aircraft are listed in appendix B. Check Local Notice to Airmen (NOTAM) for additional locations and updates.

(2) To preclude surface damage at sod-surfaced civilian airports, no roll-on/running landings or engine shutdowns are permitted, except in case of in-flight emergencies.

2-4. Restricted Area R-3704.

a. Dimensions.

(1) Altitude:

(a) Area A: Surface to 10,000 feet MSL.

(b) Area B: 10,000 to 20,000 feet MSL.

(2) Boundary Limits: From ET 922 053 east along reservation boundary to FT 000060, then south to FT 000 040, then east to FT 095 040, then south to FS 095 835, then west to ES 955 835, and then northwest along US-31W to intersection (KY 447) at ES 927 892 and then north along Wilson Road to ET 913 026, then northeast along the Illinois Central Railroad to ET 922 053.

b. Aircraft Transponder will be set on code 4000 upon entry into the Restricted Area.

c. A clearance will be obtained from Range Control by telephone or radio before entry into the restricted area. The alternate emergency means of contacting Range Control is through Godman Tower/Advisory as a relay to Range Control. Use frequencies as follows:

RANGE CONTROL FREQUENCIES - PRIMARY 38.90 ALTERNATE 38.80.

d. Aircraft will comply with Range Control instructions while in the Restricted Area.

e. Aircraft will also monitor Godman Tower/Advisory.

2-5. Flight Rules.

a. Visual Flight Rules (VFR) - As prescribed in AR 95-1, DOD FLIP and FAR Part 91. In addition, the following applies:

(1) All flights on the reservation are conducted on a see-and-be-seen basis. This requires aircrews to exercise caution while operating on the reservation, transitioning around the restricted area, and in the corridors in and out of Godman AAF.

(2) Rotary wing airspeeds will not exceed 100 knots while flying in the flight corridors or within the airfield traffic patterns. Evaluators/trainers may adjust airspeeds to conform to published training procedures.

(3) Fixed wing airspeeds will be per applicable operator's manuals/Aircrew Training Manuals (ATM).

b. VFR/Special Visual Flight Rule (SVFR) procedures in Fort Knox Class D airspace. Fort Knox Class D Airspace is described as the airspace extending upward from the surface to and including 3300 feet MSL within a 3.9 nautical mile radius of Godman AAF grid ES 9035 9588 (N37 54.4 feet, W85 58.3 feet). Class D airspace reverts to Class E airspace when Godman Tower closes and Airfield Operations provides Airport Advisory services and coordinates SVFR flight clearances.

(1) VFR. VFR rules govern flight procedures in Fort Knox Class D/E airspace when ceiling and visibility equal or exceed VFR minimums of 1000 feet and 3 statute miles. Clearances to operate VFR within Fort Knox Class D/E airspace are issued by Godman Tower/Advisory respectively. Godman Tower will provide Air Traffic Control to aircraft operating in the Class D airspace. Godman Advisory will provide airport Advisory Service to aircraft operating in the Class E airspace. Pilots are responsible for visual separation in formation flights and aircraft separation if the formation breaks up.

(2) SVFR

(a) SVFR rules (FAR 91.157) permit aircraft to enter and depart Fort Knox Class D/E airspace in weather conditions below VFR minimums if an ATC clearance is received before entering or departing from any location within the Class D/E airspace. Pilots are responsible for visual separation in formation flights and aircraft separation if the formation breaks up.

(b) SVFR clearances are issued by Godman Tower/Advisory, but only on pilot request. Pilots departing Godman AAF must request SVFR clearance through Godman Tower/Advisory. Pilots outside the Class D/E airspace must request SVFR clearance from Godman Tower/Advisory before entry into Fort Knox Class D/E airspace.

(c) The following weather minimum apply:

	<u>Ceiling</u>	<u>Visibility</u>
Rotary wing Aircraft:		
Daylight Hours:	300 feet	1/2 mile
Night Hours:	500 feet	1 mile
Fixed wing Aircraft:		
Daylight Hours:	800 feet	1 1/2 miles

Note: Receipt of a SVFR clearance IS NOT a take-off clearance. A release from Louisville ATC must be obtained before departure.

c. IFR Flights - As prescribed in AR 95-1, DOD flip, FAR Part 91.

d. Godman Tower/Advisory will ensure aircraft separation by sequencing operations while performing flight following services. Aircraft operating in terrain flight training areas, on arrival/departure routes, and in transition corridors under visual flight rules for day, night, and night vision device (NVD) are responsible for aircraft separation and obstacle clearance.

e. When transitioning around the Fort Knox reservation in a clockwise direction, aircraft will maintain an altitude of 500 feet AGL (1300 feet MSL) and 700 feet AGL (1500 feet MSL) when traveling in a counter-clockwise direction.

f. All aircraft will monitor Range Control frequency when flying within the Training Complex or reservation boundaries, except in traffic patterns or when in contact with Godman Tower/Advisory.

2-6. Flight Altitudes.

a. Flights on the reservation and in approved off-post training areas will be conducted at the appropriate altitude for the mode of flight as outlined in TC 1-210 or appropriate service training manual/regulation.

b. Minimum altitude for off-post flight is 500 feet AGL except when lower altitude is required for weather avoidance or when in authorized off-post training areas. Off-post flights will be conducted per FAR 91.119.

c. Exceptions will be for off-post NVD training routes per AR 95-2, chapter 9.

d. Minimum altitude for flights over the Fort Knox Cantonment Area is 1300 feet MSL (500 feet AGL) except during take-off or landing to Godman AAF and approved helipads or as directed by Godman Tower/Advisor.

e. Fixed wing upper air training will be conducted above 4000 feet AGL (4800 feet MSL), off airways, and within the boundaries of the Local Flying Area.

2-7. Terrain Flight Training Sectors.

a. Terrain flight training conducted on the Fort Knox Reservation is restricted to the Terrain Flight Areas described below and depicted on the Fort Knox Special 1:50,000 map located in Airfield Operations. Terrain flights within the Impact Area must be coordinated with Range Control. Use of Terrain Flight Areas requires prior coordination with Airfield Operations and contact with Godman Tower/Advisory and Range Control. All flights in the Godman Tower Class D/E airspace require approval from Godman Tower/Advisory. See appendix D for a detailed description.

b. Sector Rules - Aircraft will:

(1) Obtain a current range briefing from Range Control before entry into or over flight of training sectors.

(2) Report entry and exit of sectors to Godman Tower/Advisory and Range Control.

(3) Report location to Godman Tower/Advisory and Range Control every 15 minutes, unless directed otherwise.

(4) Conduct terrain flight at altitudes commensurate with ATM guidelines while operating in approved sectors. Nonparticipating traffic will remain clear of active training sectors. Approval to cross an active sector must be requested from Godman Tower/Advisory. Crossing of active sectors will be at altitudes of 500 feet AGL (1300 feet MSL), when transitioning clockwise, or 700 feet AGL (1500 feet MSL), when transitioning counterclockwise.

(5) Maintain a minimum of 500 feet slant range from all buildings, civilian vehicles, public roads, housing and built-up areas, airports, airstrips, fishing lakes, and recreation areas that border or pass through terrain flight training areas. Avoid livestock by a slant range of 1000 feet.

2-8. Flight Routes/Corridors.

a. Arrival/departure routes to Godman AAF and Transition Corridors are depicted on the Fort Knox Special 1:50,000 map, located in the flight planning area of Airfield Operations.

(1) Aircrews will report all Start Points (SP), CheckPoints (CP) and Release Points (RP).

(2) Routes are mandatory during periods of high-density traffic. Godman Tower/Advisory may grant exceptions during low-density traffic periods.

(3) Pilots may deviate from routes and corridors when operational safety cannot be maintained. Deviations must be reported immediately to Godman Tower/Advisory.

b. Arrival/departure routes at Godman AAF are flown at 500 feet AGL (1300 feet MSL) inbound and 700 feet AGL (1500 feet MSL) outbound. Helicopters are expected to follow routes except when instructed differently by Godman Tower/Advisory.

(1) North Outbound - From SP Kiowa Grid -- ES 9072 9675 (N37 55 W85 58) to RP 51 ET 9116 0371 (N37 59 W85 58).

(2) North Inbound - From SP Wilderness Grid -- ET 8444 0109 (N37 57 W86 02) to RP Compressor ES 8669 9878 (N37 56 W86 01).

(3) South Outbound - From SP High-rise Grid -- ES 9026 9415 (N37 54 W85 59) to RP Whiskey Grid -- ES 8703 8601 (N37 49 W86 01).

Note: Continue south of Vine Grove then east to Douglas area.

(4) South Inbound - From SP Douglas Grid -- ES 9764 8665 (N37 49 W85 53) to CP Sander Grid -- ES 9420 9060 (N37 52 W85 56).

c. Transition Corridors:

(1) Easy Gap - From SP 39/RP Grid -- ES 9611 9608 (N37 55 W85 55) to RP 5 Grid -- FS 0004 0040 (N37 03 W85 53).

(2) Aircrews using Easy Gap corridor to transition through the Restricted Area will adhere to the following:

(a) Aircrews will report entering and leaving the Easy Gap Corridor at Check Points 39 and 5, as appropriate, to Godman Tower/Advisory and Range Control. Range Control will be monitored at all times while in the corridor/Restricted Area.

(b) Only one aircraft or formation flight of aircraft will be allowed through the Easy Gap Corridor at a time.

2-9. Night Vision Device Operations.

a. All aircraft will have a current Fort Knox Special 1:50,000 map on board with wire hazards and avoidance areas marked.

b. In addition to criteria in TC 1-210 for Army aircraft using night vision devices (NVD)s, the following requirements apply to Army and all other branches of service aircraft using Aircraft External Lighting:

(1) The operational IR-filtered searchlight/landing light requirement means that the light must be able to extend and retract; the light is not required to be on continuously while training is being conducted.

(2) The Pilot In Charge (PC) will determine when the light is required unless light use is specified in the unit SOP or is included in the mission briefing.

(3) Should the light fail while the mission is in progress, the PC will evaluate the situation and either continue or abort the mission.

(4) Pilots should not hesitate to use the landing light or searchlight, whether filtered or unfiltered, if light use is considered essential for flight safety.

c. NVD maximum allowable airspeeds are listed in the following terrain flight definitions.

(1) Low Level: At whatever airspeed operational requirements dictate and aircraft limitations allow between 80-200 feet above the highest obstacle.

(2) Contour: At 70 Knot Indicated Airspeed (KIAS) or less when between 25-80 feet above the highest obstacle.

(3) NOE: At 40 KIAS or less when below 25 feet above the highest obstacle.

d. Airspeeds above must be decreased if inclement weather or ambient light levels restrict visibility.

e. A Prior Permission Required (PPR) ATZK-PT Form 2-R (Fort Knox NVD Operation) is necessary for all NVD flights on Fort Knox. Aircrews must contact Airfield Operations and provide a completed signed copy of this form before a PPR can be approved (see appendix H.).

f. Aircraft using Night Vision Systems/Devices will add the word "goggle" to their call sign.

g. NVD training areas.

(1) Godman Traffic Pattern. Before conducting NVD operations in the traffic pattern Godman Tower/Advisory must be notified. Traffic pattern altitude is 1500 feet MSL. Patterns will be flown west of the airfield, avoiding housing areas. Only three NVD aircraft will be permitted to train in the traffic pattern at any one time. Mixing of aided and unaided traffic is not authorized. Arriving and departing IFR aircraft have priority over NVD and VFR aircraft.

(2) Terrain Flight Training Areas can be used for NVD operations and training when scheduled and approved by Airfield Operations.

(3) Range Impact Area can be used for NVD operations and training when scheduled and approved by Range Control.

h. Each Terrain Flight Training Area is limited to use by one aviation unit/exercise at any given time. Exceptions must be coordinated in advance with Airfield Operations and the unit operating in that specific Training area.

i. All aircraft will monitor Range Control and Godman Tower/Advisory.

j. Disorientation Procedures. Disoriented aircrew should immediately notify Range Control and Godman Tower/Advisory of their situation and follow the appropriate procedures listed below.

(1) Area West Point. Climb to 1800 feet MSL and fly direct to nondirectional beacon (NDB).

(2) Area Otter Creek. Climb to 1800 feet MSL and fly direct to NDB.

(3) Area Mount Eden. Climb to 1800 feet MSL, fly heading 360 until intercepting Hwy 44. If contact is not made with Hwy 44 within 2 minutes, then revert to inadvertent Instrument Meteorological Conditions (IMC) procedures.

(4) Area Mill Creek. Climb to 1800 feet MSL, fly heading 270 until intercepting Hwy 31W or Hwy 447. If contact is not made with either highway within 2 minutes, then revert to Inadvertent IMC Procedures.

(5) Area Douglas. Climb to 1800 feet MSL, fly heading 180 until intercepting Hwy 31W or Hwy 313. If contact is not made with Hwy 313 within 2 minutes, then revert to Inadvertent IMC Procedures.

k. Weather Minima.

(1) NVD qualification and training flights may be conducted when ceiling and visibility are forecast not to be less than 1000 feet and 3 miles visibility from estimated time of departure (ETD) through 1 hour after estimated time of arrival (ETA).

(2) Mission, refresher, additional aircraft qualification, continuation training, and operational missions may be initiated only when weather is reported or forecast to be not less than VFR (500 feet and 1 nautical mile visibility).

2-10. Formation/Multi-Ship and Terrain Flight Operations.

a. All aircraft will have a current 1:50,000 map of Fort Knox, with wire hazards and avoidance areas posted, before conducting formation/multi-ship/terrain flight operations on the reservation. Terrain flight, for the purpose of this regulation, will be flights at or below 200 feet AGL over Fort Knox reservation except for take offs and landings.

b. All aircraft conducting formation/multi-ship/terrain flights on Fort Knox must have a range briefing before any flight.

c. Formation/multi-ship operations are limited to six aircraft per flight, with a minimum separation of 1 minute between flights.

d. No more than six aircraft are authorized to conduct terrain flight training in a Fort Knox Terrain Flight Training Sector simultaneously. Requests for exceptions will be processed through Airfield Operations.

e. Aircrews will monitor Range Control's frequency while conducting terrain flight training on Fort Knox and will comply with Range Control instructions and Godman Tower/Advisory instructions. At least one aircraft in a formation flight will remain on the Range Control frequency during flight operations.

f. During periods of United States Air Force (USAF) Close Air Support (CAS) operations within Fort Knox training areas, no rotary wing terrain flight operations are authorized in the same training areas, except as an integral part of the CAS mission.

g. Contact Range Control and Airfield Operations for USAF CAS schedule and activities.

h. Pilots are not relieved of their responsibilities as directed by AR 95-1 and FAR Part 91. Where a conflict exists, Army and Federal Aviation regulations apply, if more restrictive than these procedures.

i. Aircrews are requested to provide information to update the wire hazard maps or identify other hazards on the reservation after returning from mission.

j. NOE Routes. See appendix E for a detailed description.

2-11. Rappelling/STABO/SPIES/FRIES/Helocast Operations.

a. Army aircraft will be rigged per TC 21-24, applicable operator's manuals, and all applicable airworthiness releases. Other services will operate per applicable aircraft operator's manual, service regulations, policies, and directives, as appropriate.

b. Prior to conducting the above operations, the PC and the supported unit safety officer will brief actions to be taken in the event of an emergency for all phases of the operation.

c. Positive communications will be required at all times between the aircraft and the ground unit pickup zone (PZ) or landing zone (LZ) control.

d. Maximum indicated airspeed for STABO/SPIES operations is 60 knots.

2-12. Flight Following.

a. Airspace responsibility - All Fort Knox airspace is managed by the Fort Knox Air Traffic and Airspace (AT&A) Officer. The Airfield Manager, Godman AAF, is the Fort Knox AT&A Officer.

(1) Fort Knox Class D airspace is controlled by Godman Tower when tower is in operation. Class D airspace reverts to Class E airspace when the tower closes. When Class E airspace exists contact Godman Advisory.

(2) Airfield Operations provides Airport Advisory Service during the hours Godman Tower is closed.

(3) Fort Knox Special Use Airspace - Restricted Area R-3704 A & B covers the Range Complex and is controlled on a daily basis by Range Control as the "Using Agency" during Range Firing.

(4) Louisville Tower and Indianapolis Center are the FAA "Controlling Agencies" for Restricted Area R-3704 A and B, respectively.

b. Pilots will contact Godman Tower/Advisory and Range Control upon entering the Fort Knox reservation and R3704.

c. When operating in the Fort Knox Range Complex/Restricted Area, pilots will receive range information from Range Control before entering the restricted airspace. Upon initial contact pilots will give the following information to Godman Tower/Advisory and Range Control. A follow-up report will be required every 30 minutes unless given other instructions.

- (1) Call sign.
- (2) Position.
- (3) Route of Flight.
- (4) Type and number of aircraft in the flight.
- (5) Aided/Unaided, if a night flight.

d. Pilots will report location and time departing the range complex and contact Godman Tower/Advisory if remaining on the reservation.

e. Unit Flight Operation Center may provide flight following service to its own aircraft provided it is staffed with qualified personnel and the unit SOP establishes positive flight following procedures. As a minimum the opening and closing flight plans, clearly defined routes of flight, procedures for initiating appropriate action on overdue or missing aircraft, and transferring active flight plans to Airfield Operations, Godman AAF, before ceasing operations will be included in the unit SOP.

2-13. Flight Plans.

a. Flight plans or flight logs are required for all flights per AR 95-1. Completed Military Flight Plans (DD Form 175) and flight logs will be retained in a unit file for 90 days.

b. Local VFR flights within the Fort Knox LFA (approximate 55 nautical mile radius) may be filed on DD Form 175 (overstamped "Local").

(1) Flight plans will be completed per this regulation, DOD FLIP, and must be filed with Airfield Operations.

(2) During tactical field training, aircraft may file local plans with unit flight operations. Godman Airfield Operations must be notified by phone/radio that a local flight plan has been filed with the tactical unit operations before aircraft start.

(3) Local "Traffic Pattern" flight plans may be filed via radio with Godman Tower/Advisory by transient IFR aircrews, in order to conduct VFR training and multiple approaches in the traffic pattern. Local "Traffic Pattern" flight plans are restricted to normal traffic pattern operations and do not include areas in R3704.

c. VFR flights made within the local area using an overstamped "Local" DD Form 175 will be subject to the following:

(1) Flight plans for aircraft departing Godman AAF must be filed with Airfield Operations. Flight plans cannot be filed by radio. Aircrews operating from a field location/range where the unit is providing flight following services will inform Godman Tower/Advisory on the status of operations and aircraft departing the Fort Knox Reservation. Units will maintain a flight log for all flights operating from a field location/range.

(2) Pilots must remain within the Fort Knox Local Flying Area.

(3) When a flight will exceed its planned duration, the pilot will forward fuel status and a revised estimated time of arrival (ETA) to Godman Tower/Airfield Operations.

(4) Maximum estimated time enroute (ETE) is 8+00, except during field training exercises or gunnery at range facilities when the unit maintains flight planning and following services as part of operating a unit flight operations center.

(5) It is the pilot's responsibility to recheck weather conditions, forecasts, and keep abreast of weather changes.

(6) Flights outside the Fort Knox reservation will be limited to landings at designated public or military airfields, unless conducting approved tactical operations. Landings by helicopters to government-controlled lands are permissible, if coordination and approval have been accomplished, i.e., landings at Corps of Engineers' dam sites. MEDEVAC helicopters on actual MEDEVAC missions are exempted from this requirement.

(7) While operating VFR, hourly position reports should be made to Godman Tower, Airfield Operations, or the nearest FAA Flight Service Station. Pilots should inform Flight Service Stations that the flight is being conducted on a local flight plan out of Godman AAF, Fort Knox, KY.

d. When filing an overstamped "Local" DD Form 175, the information required on the flight plan will be per the requirements outlined in the DOD FLIP, except as indicated below:

(1) Route of Flight Section.

(a) General area in which the flight will be conducted may be entered for flights in local areas 1, 2, 3, 4, or 5. When two or less local areas are listed, a general route of flight will be provided.

(b) Specific routes of flight, with ETA, will be provided for each flight to destination airports within the LFA, when three or more local areas are listed.

(2) Remarks Section.

(a) Airports of intended landing with estimated ground time.

(b) For multi-ship operations, list aircraft serial numbers and pilot in command for each additional aircraft in a flight. Attach crew/passenger manifests to flight plan.

e. Multiple aircraft participating in tactical training. Flight plans will be filed on DD Form 175 and may be submitted to Godman Airfield Operations or maintained on file in the units operations with the following remarks:

(1) Tactical Flight Plan.

(2) Aircraft numbers.

(3) Area of tactical operation.

(4) Duration of tactical training.

f. Units conducting tactical training will maintain a flight operations center and log for each open flight plan.

g. A DD Form 175-1 is required when a VFR flight will terminate off the Fort Knox reservation. All IFR flight plans require a DD Form 175-1 (Flight Weather Briefing).

h. All non-military and Civil Air Patrol (CAP) aircraft will operate per current FAA FAR. AFR 55-20 applies to the CAP. The following policies apply to nonmilitary and CAP aircraft.

(1) VFR and IFR Flight Plans are required and will be filed in person with Airfield Operations in Building 5220.

(2) Non-military and CAP aircraft may use FAA Form 7233-1. Flight plans may not be filed by phone- in, fax, or in the air.

i. Transient aircrews may file via radio, through Godman Flight Operations, when the outbound leg on a stopover flight plan has been dropped from the system.

2-14. Weather Minimums.

- a. See VFR/SVFR weather minimums in Fort Knox Class D/E airspace paragraph 2-5 above.
- b. Weather minimums for flights in Class G airspace must be per AR 95-1, applicable FAR, (except as modified by ATC authorities).

LOCATION	DAY	NIGHT
Reservation *500-1	300-1/2	500-1

Notes:

1. * 1000-3 for NVD initial qualification training
2. NVD initial qualification training: The unit commander on a case-by-case basis may reduce Minimums to 500-1.

2-15. Weather Briefings.

- a. Weather briefings are required for all flights per AR 95-1. Weather briefing void time will be 1 hour and 30 minutes from briefing time.
- b. DD Form 175-1 weather briefings are required when filing DD Form 175 flight plans for VFR and IFR cross-country flights. Weather information for DD Form 175-1 may be obtained from military or civilian weather facilities
- c. When no forecaster is available in the USAF Weather Station at Godman AAF the weather information and forecasts from the AWDS (minimum ceiling and visibility) may only be used for VFR flights within LFA #1 (30 nautical mile radius of Godman AAF). Sky conditions and surface wind information from the AWDS must be current and for Godman AAF. Flights outside of LFA #1 (30 nautical mile radius of Godman AAF) and IFR flights require a DD Form 175-1 weather briefing by a forecaster either in-station, telephonically, and/or by Internet and/or fax connection.

2-16. Aviation Mission Approval.

- a. The unit commander or a designated representative is responsible for approving aviation missions. Aviation mission approval is required for all flights and engine run-ups per AR 95-1, VCSA guidance, and will be recorded on DA Form 5484-R for Army aircraft. Other services will comply with policies and directives of their specific branch.
- b. Mission approval authority and risk management will be per unit policies, SOPs, directives, and FM 100-14 for Army units.

2-17. Aircraft Call Signs.

- a. Call signs will be per military service regulations and DOD FLIP.
- b. When an initial call is made to Godman Tower/Advisory, call signs will consist of aircraft type and the last five digits of the tail number. Subsequent calls may be reduced to aircraft type and last three digits of the tail number. Standard call signs will be used in all other situations.
- c. Unit or tactical call signs derived from Signal Operating Instructions (SOI) will not be used when communicating with Godman Tower/Advisory.
- d. When there are two aircraft with the same or similar call sign, Godman Tower/Advisory will inform the pilots of identical or similar call signs.

2-18. Aircraft External Lighting.

a. Day lighting requirements will be per AR 95-1 or appropriate service regulation, except for aircraft in formation. When in formation, only the trail aircrew is required to turn on the aircraft anti-collision light.

b. Night/NVD at Fort Knox.

(1) The following external lighting configurations are mandatory for operations at Godman AAF.

(a) Unfiltered landing lights will be on during all night/NVD runups, shutdowns, and taxi operations. It is understood that some aircraft do not have unfiltered landing lights and others can only comply after engine start.

(b) Unfiltered landing lights will be on during all night/NVD approaches to Godman AAF; for information, only the lead aircraft is required to have its unfiltered land light on. Upon pilot request and when other traffic is not adversely affected, Godman Tower may permit approaches to be flown with the landing light off.

(c) After night/NVD formations have landed, aircraft will hover/taxi individually to parking or refueling with landing lights on, position lights on steady bright and anti-collision lights on.

(d) Upon pilot request and when other traffic is not adversely affected, Godman Tower may turn off runway lights for training purposes. In such cases, all landings will be at pilot's own risk.

(2) Totally "blackout" operations, to include operations with IR position lights only, may be conducted on the reservation with prior approval of the AT&A Officer or a designated representative. A local NOTAM will be issued.

(3) The following external lighting configurations are mandatory for all single ship night/NVD flights within Fort Knox Class D airspace and on the reservation.

(a) Position lights will be on steady bright. Lateral position lights will not be taped and the taillight will be neither taped nor turned off.

(b) Anti-collision lights will be on. UH-60 and CH-47 aircraft may turn off the lower anti-collision light during NVD flights.

(4) The following external lighting configurations are mandatory for multi-ship night/NVD flights within Fort Knox Class D airspace and on the reservation.

(a) Trail aircraft position lights will be on steady bright; position lights of other aircraft will be on steady bright or dim. Lateral position lights will not be taped. If appropriately modified, aircraft may selectively turn off the taillight. Trail aircraft's taillight will not be turned off.

(b) Only the trail aircraft is required to have its anti-collision light on. UH-60 and CH-47 aircraft may turn off the lower anti-collision light during NVD flights.

(5) The unfiltered landing light will be on during night/NVD flight for single-ship and the lead aircraft in formation during the following conditions:

(a) Traffic inbound to Godman AAF will turn on the unfiltered landing light at least 1 kilometer (1 KM) before the appropriate reporting point.

(b) Traffic departing Godman AAF for the reservation will have the unfiltered landing light on until at least 1 kilometer beyond the initial outbound checkpoint.

2-19. Inadvertent Instrument Meteorological Conditions (IMC) Recovery.

a. The existence of an inadvertent IMC recovery plan in no way implies command approval of flights into IMC without meeting Army and FAA requirements for such flights.

b. Each pilot is also reminded that no single procedure or SOP can cover all circumstances that may be encountered on a flight that enters inadvertent IMC. Good judgment and common sense must be used in conjunction with the SOP.

c. These procedures apply only to rotary wing aircraft.

d. Aircraft and aircrew requirements. Whenever weather conditions are less than 1000 feet ceiling - 3 miles visibility, unit/mission commanders will not permit mission to be performed under visual meteorological conditions (VMC) unless the conditions below are met.

(1) The aircraft is equipped with an operable transponder, UHF or VHF radio, and navigational equipment required for an instrument approach into Godman AAF.

(2) Fort Knox approach plates on board each aircraft.

(3) Aviators are instrument qualified and current.

(4) Two pilots will be aboard each attack, utility and cargo helicopter and one pilot with a qualified observer aboard each observation helicopter.

(5) Weather must be forecast to be no lower than Table 5-1, AR 95-1.

e. Air mission Commander will brief inadvertent IMC and formation break up procedures in detail. As a minimum the following will be briefed when weather conditions exist or are forecast to be less than 1000 feet ceiling and 3 miles visibility.

(1) ATC facilities to be contacted.

(2) Approaches available.

(3) Lost commo procedures.

(4) Formations to be used and break up procedures.

(5) MOCA and climb altitudes for the area of operation.

(6) Known obstacles.

f. When weather is forecast to be less than VFR at ETA, the aircraft ADF receiver should be tuned to the Godman Non-Directional Beacon before beginning training at Fort Knox. If the aircraft is equipped with a VOR receiver, it should be tuned to Godman VOR before beginning training at Fort Knox.

g. All crews will take the following immediate action upon encountering unexpected, unreported IMC weather:

(1) Establish control of aircraft as per ATM and unit SOP.

(2) Climb to 3000 feet MSL.

(3) Set transponder to 7700.

(4) Contact Louisville Approach Control or if unable, call on Guard frequency or contact Godman Tower/Advisory.

(5) Request approach clearance from Louisville Approach Control. Use the NDB RWY 18 approach or Very High Frequency Omni Directional Receiver (VOR) RWY 18 approach, as appropriate.

2-20. Passengers in Army Aircraft.

- a. Passenger policies and authorizations are per AR 95-1 and DOD 4515-13-R.
- b. All military personnel will have identification tags in their possession. Sleeves will be rolled down and short sleeve uniforms should not be worn on helicopters conducting contour or NOE flights. Personnel wearing civilian clothing on Operational Support Airlift (OSA) flights will ensure their dress and appearances are appropriate for the occasion and reflect positively on the Army.
- c. Seat belt and restraint device use will be per AR 95-1.
- d. Passenger Restrictions. AR 95-1 lists types of flights during which only minimum essential crew will be aboard the aircraft.
- e. Aircraft Seat Removal. Units will operate per the guidelines set in AR 95-1, command policies, and service regulations for operations that require seat removal.

2-21. External Load Operations.

- a. Rigging of all Army external loads will be per FM 10-450-4 and FM 10-450-5, with appropriate changes.
- b. Other services conducting sling load operations at Godman AAF and Fort Knox will follow policies, directives, restrictions, and SOPs, as appropriate, for their service and command.
- c. All sling load operations will avoid overflight of all residential areas and the Gold Vault.
- d. Sling loads flown over any Cantonment area require approval by the Airfield Safety Office and the G3/DPTM.
- e. Sling load training flights in the Godman AAF traffic pattern are prohibited. All sling load training will be conducted within the airfield boundaries.
- f. Arrivals/departures of sling loads to Godman AAF will be to/from the southwest, north, and northwest of the airfield.

CHAPTER 3

AVIATION OPERATING REGULATIONS

3-1. Parachute Operations.

a. There are three authorized Drop Zones (DZ) on Fort Knox: ROSZOV South DZ, Zoomer DZ, and Dorrets Run DZ. Diagrams and specifications for the DZs are available at the Flight Planning Room, Airfield Operations, Godman AAF.

b. Only DA and/or DOD sponsored parachute clubs and military personnel are authorized to perform parachute operations at Fort Knox.

c. Aircraft conducting parachute operations at ROSZOV South DZ will maintain contact with Godman Tower and call before and after each drop.

d. Non-participating aircraft will not operate within ROSZOV South DZ and Zoomer DZ until all parachutes are secured or a clearance is received from the DZ Officer in Charge (OIC)/Noncommissioned Officer in Charge (NCOIC) and from Godman Tower. Aircraft operations and movement outside the DZ are permitted. Godman Tower remains responsible for keeping aircraft clear of the DZ when it is in use.

e. Non-participating aircraft will not operate within the Dorrets Run DZ until all parachutes are secure and a clearance is received from the DZ OIC/NCOIC.

3-2. Medical Air Evacuation.

a. Air ambulance (MEDEVAC) is the primary method of emergency evacuation of seriously injured military personnel and family members. Two UH-60 MEDEVAC helicopters from Fort Campbell, KY provide this support. Commanders are strongly urged to use MEDEVAC when urgent circumstances exist and surface evacuation might result in lengthy delays or increased injuries/trauma.

(1) Categories of precedence for MEDEVAC patients are:

(a) URGENT - Must be evacuated immediately to save life, limb, or eyesight.

(b) PRIORITY - Must be evacuated as soon as possible, not to exceed (NTE) 4 hours, or medical condition will deteriorate to urgent category.

(c) ROUTINE - Must be evacuated, but condition is not expected to deteriorate significantly within 24 hours.

b. Contact Range Control to request MEDEVAC (Frequency 38.90 or 38.80) or by phone 502-624-1447. If there is no contact, call 911 and request MEDEVAC.

c. Request for MEDEVAC will contain the following minimum information:

(1) Patient location (six-digit military grid coordinates, detailed location description by use of range name, or prominent terrain features).

(2) Number of patients and nature of their injuries.

(3) Call sign and frequency at the PZ, if there is one.

(4) Signals or markers to be used to at the PZ, as appropriate.

3-3. Actions Following an Aircraft Mishap.

a. Immediate action will be taken by the first person aware of such an event to activate the Godman AAF Pre-Accident Plan.

b. During tower operating hours, notify Godman Tower or Airfield Operations. The information reported will include the following and will be recorded on ATZK-PT Form 3-R (Godman Army Airfield Accident Info) (See appendix H):

(1) Location of mishap.

(2) Number of personnel involved.

(3) Nature of injuries.

(4) Time and date of the mishap.

(5) Extent of aircraft damage.

(6) Aircraft type and tail number, if known.

(7) Other individuals involved and names, if known.

(8) Extent of damage to property other than aircraft.

c. If unable to contact Godman Tower or Airfield Operations, contact the Military Police with the above information.

3-4. Post-Mishap Medical Examinations.

a. All crewmembers involved in a Class A, B or C mishap, as well as any other personnel that may have contributed to the mishap, must receive an immediate medical examination, to include blood alcohol and drug testing.

b. If a mishap classification cannot immediately be determined and it may possibly be a Class C, or above, commanders will require crewmembers to be medically examined immediately.

3-5. Severe Weather Protection.

a. Severe weather is any weather condition that can cause damage to aircraft while flying, taxiing, or parked.

b. Upon notification of a local weather advisory, watch, or warning the commander or a designated representative will determine if the aircraft is to be hangared. Godman Tower/Advisory will notify aircraft in flight that a weather advisory, watch, or warning has been issued. Airfield Operations will notify remain overnight (RON) aircrews of impending severe weather. The RON aircrew is responsible for mooring of their aircraft and/or assisting in the movement of their aircraft into Hangar 1, if space is available.

c. Hangar 1 (Bldg. No. 5220) will be used to hangar the MEDEVAC UH-60s, tenant C-12 airplanes, a Civil Air Patrol airplane and as many transient aircraft that can be accommodated. Tenant AH-64 helicopters (18) will be hangared in Bldg. Nos. 5222, 5256, and 5234. All remaining aircraft on the flight line will be moored per the aircraft Technical Manual and TM 1-1500-250-23. All other measures possible will be taken to protect aircraft, i.e., park large trucks next to aircraft or fly aircraft out of the weather watch/warning area.

3-6. Command and Control for Installation Operations (IOC) Aircraft.

a. Aviation units operating at Fort Knox will be prepared to support Fort Knox IOC Operations with assigned aviation assets during actual emergencies.

b. During emergency operations a single command aircraft will be established. The aircraft will be responsible for the assignment of missions, operating altitudes, flight following and maintenance of communications with all aircraft, Godman Tower/Advisory, Range Control, and the Fort Knox IOC.

c. Initial contact will be made with Godman Tower/Advisory and Range Control before entering into the Restricted Area. Once initial contact has been established, Godman Tower/Advisory will issue traffic and weather information and advisories to the control aircraft. All supporting aircraft will remain in contact with the control aircraft.

d. The control aircraft will be the sole source of tasking for aircraft on the operation. Anytime the control aircraft has to break station; the control function will be passed to another aircraft on station until the control aircraft returns. Control aircraft will use "Control" as part of a call sign.

e. Fort Knox EOC will conduct a Mass Casualty Exercise at Godman AAF, simulating a large aircraft mishap with a minimum of 15 casualties annually.

3-7. Emergency Procedures. a. Crash Grid Map: A current crash grid map is located in Airfield Operations, Godman Tower and in Range Control. All Godman Tower, Airfield Operations, Military Police, Firefighters, and Ambulance personnel will be familiar with the Crash Grid Map and the Fort Knox area to include appropriate terrain features and checkpoints.

b. Mayday Calls: If a Mayday Call or other distress signal is received - all assistance possible will be provided to the aircraft in distress. Godman Tower/Advisory will be notified immediately.

c. Godman Tower/Advisory personnel will activate the primary and secondary crash alarm systems for all emergencies and distress calls received.

d. If an aircraft in distress makes an emergency landing at Godman AAF, the airfield will be closed for the duration of the emergency response. Reopening will be by the Airfield Manager, or in his absence, the Airfield Duty Officer on duty in Airfield Operations. Opening of a specific location or taxiway for other aircraft to land on is permitted once the emergency has been accommodated and a safe separation distance can be maintained.

e. Landings with live ammunition at Godman AAF will be only as a last resort. Pilots will expend ordnance and jettison the armament systems on the range, if possible.

f. Units conducting aircraft live-fire operations will provide a point of contact (POC) and phone number of the standby armament crews to Airfield Operations for emergency contingencies.

g. After notification of the standby armament crew, Airfield Operations will contact the Explosive Ordnance Detachment (EOD) at 624-5631. EOD will be responsible for disposal and transportation of any ordnance after the armament crew has removed it from the aircraft weapons systems. Security and accountability of the ordnance remains a firing unit responsibility.

h. Emergencies requiring a foamed runway will use the following airports, in the priority order listed, if possible.

(1) Campbell AAF, KY (KHOP), 11,800 feet runway length

(2) Wright Patterson Air Force Base, OH (KFFO), 12,600 feet runway length

(3) Louisville International Airport, KY (KSDF), 10,000 feet runway length, use as a last resort only.

i. Airfield Operations, Godman AAF, will be notified in advance of any hazardous cargo arrivals. Upon initial contact, inform Godman Tower/Advisory that the inbound aircraft is carrying explosives or hazardous cargo on board. Provide the number of persons on board and the ETA. If known report the amount of fuel on board the aircraft.

j. After an emergency landing of an armed aircraft with ordnance on board at Godman AAF, face the aircraft to a heading of 345 degrees, if possible.

k. Primary parking of aircraft for loading or unloading of explosives or hazardous materials at Godman AAF will be at the approach end of RWY 15. Alternate parking will be at the approach end of Runway 18.

3-8. Laser and Other Directed Energy Hazards.

a. Commanders will ensure that all aviators are briefed on laser directed energy hazards (L/DEH) and approved areas of operation. Establish and implement unit procedures for safe operation of L/DEH on Fort Knox.

b. PC will ensure that the crew is briefed on range procedures and comply with the safety requirements when operating L/DEHs on ranges.

c. AH-64 Target Acquisition Designation System (TADS) Boresighting (Task 1101) requires use of the internal laser for sensor alignment. All pilots will observe laser safety procedures and ensure the aircraft is clear for the duration of the task performance. The internal boresight when performed on Godman AAF will not be facing toward the hangers or the control tower.

d. Use of an external laser at Godman AAF is forbidden. Use of an external laser is restricted to approved ranges and facilities within the Range Complex that are approved by Range Control.

3-9. Search and Rescue. Aviation units will be prepared to conduct search and rescue operations for missing or overdue aircraft within the Fort Knox LFA.

a. Initial search for a lost or downed aircraft at Fort Knox will be conducted by MEDEVAC helicopters.

b. While the initial search is being conducted, Airfield Operations will contact aviation units operating at Fort Knox and the 8th Battalion, 229th Aviation Regiment (ATK) (USAR) for additional aircraft to support the continuing search operation.

3-10. Reporting Unusual Activities. Pilots and crewmembers observing unusual activities such as forest fires, suspected criminal activities, breaches in security, suspected terrorist activities, or intrusions into range areas will report their observations to Range Control and Godman Tower/Advisory. Reports will give the essential information in the "who, what, where, and when" format and passed immediately to the Ft. Knox IOC.

3-11. Aircraft ReFueling/DeFueling Operations.

a. Aircraft will not be refueled when lightning is reported within 5 nautical miles. Airfield Operations will inform the fuel handlers on the airfield when lightning is reported within and when it has moved beyond 5 nautical miles of Godman AAF. Range Control will notify units in the training complex of the lightning.

b. No personnel will be aboard an aircraft during refueling, except if the aircraft is of such a type that requires fuel quantity gauges to be monitored during refueling.

c. Speed limit for all vehicles is 5 miles per hour (MPH) in the vicinity of aircraft. Extreme caution should be exercised whenever operating a vehicle in the vicinity of aircraft.

d. Before beginning refueling operations on Godman AAF, the unit aviation safety officer must notify Airfield Operations that he has inspected the refueling site and that all requirements for safe operation have been met.

e. Aircraft Rapid Refueling.

(1) Rapid refueling will use a closed circuit refueling (CCR) nozzle, if the aircraft is so equipped. Aircraft not equipped with CCR receptacles or develops a leak when the CCR is used will be required to shut down for open port refueling.

(2) The provisions of FM 10-67-1 will govern the setup of dispensing equipment, pad spacing requirements, grounding points, grounding procedures, lighting requirements, and fire-fighting equipment requirements. Aviators will use procedures for the individual aircraft type flown (see aircraft checklist).

(3) Personnel operating refueling POL points will wear eye protection (goggles), hearing protection (earplugs or aural protectors), gloves, and leather boots. Sleeves will be rolled down. Cotton coveralls authorized in common table of allowances (CTA) 50-900 for POL handlers may be worn; if unavailable BDUs with sleeves down are authorized.

(4) Aircraft crewmembers involved in refueling operations will wear helmets with visors down. Sleeves will be down, except during NVD operations and gloves will be worn.

(5) Smoking is prohibited within 50 feet of aircraft and fuel dispensing equipment.

(6) Personnel are prohibited from carrying ignition sources (lighter, matches, etc.) within 50 feet of an aircraft being refueled.

(7) The PC is responsible for ensuring passengers are properly briefed and that they are escorted to a marshaling area before each refueling begins.

(8) Refuelers will ensure that a serviceable fire extinguisher is available at the nozzle before commencing refueling operations.

(9) Sufficient water or a water source will be available to wash spilled fuel from personnel or to wet fuel soaked clothing.

f. In the event of fire in the refueling area, the following procedures apply: (1) Aircraft at the refueling point where the fire occurs: PC will shut down exit the aircraft. Crewmembers will assist as necessary.

(2) Aircraft at refueling points other than that at which the fire occurs: Cease refueling operations immediately. A crewmember outside the aircraft will disconnect all grounding cables and close the fuel cap. The PC will determine if a safe departure can be made; fly or taxi the aircraft to a safe location. If aircraft cannot be moved safely, shut the aircraft down and exit the aircraft. Crewmembers will assist, as appropriate.

g. Defueling procedures will be per chapter 9, FM 10-67-1.

(1) Defueling will be conducted at Godman AAF, if possible. If an aircraft must be defueled at a field location, all precautions will be taken to ensure safety and environmental protection.

(2) Before defueling an aircraft at Godman AAF, the fire department will be notified.

h. Disposition of fuel removed from an aircraft during defueling will be as follows:

(1) Noncontaminated fuel will be sampled and taken from the aircraft into a fuel service tank or truck.

(2) Contaminated fuel will be removed from the aircraft and stored in appropriate fuel storage containers for proper disposal. The contaminated fuel will be protected and accountability maintained until turned in.

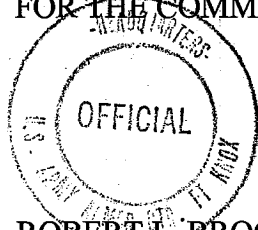
i. Forward area refueling point (FARP) operations are permitted after coordination with the Airfield Operations for location and site layout. The unit conducting FARP operations will complete a risk assessment before beginning refueling operations.

(1) During FARP operations, all crewmembers will comply with para 3-11e(3) of this regulation.

(2) Anticollision lights will be off during refueling and the position lights will be on steady bright. The unfiltered landing light may be on during refueling.

(3) Aircraft doors and windows will be closed, except as necessary for emergency exits and when the aircraft doors have been removed.

FOR THE COMMANDER:



ROBERT L. BROOKS
Director of Information Management

OFFICIAL:
ROBERT T. GAHAGAN
Colonel, GS
Chief of Staff

DISTRIBUTION:

A

APPENDIX A
LOCAL FLYING AREA (LFA)

A-1. Official copy is posted in Godman Airfield Operations.

A-2. Approximately 55 nautical mile radius from Godman AAF.

A-3. All Class E airspace of airport along boundaries is included in LFA boundaries as follows:

a. The outer limits beginning at Bowling Green, KY then Northwest along the Green River Parkway including Beaver Dam, KY and Ohio County Airport (TKA) continuing Northwest to Masonville, KY then around the Owensboro Airport (OWB). The North through Tennyson, IN to the Huntingsburg, IN (HNB) then Northeast through Jasper and Williams, IN around the Grissom Airport (BFR) at Bedford, IN to Freeman, IN Airport (SER) at Seymour, IN. Then to Madison, IN Airport (IMS). Southeast to Capital City Airport (FFT) in Frankfort, KY then along the western boundary of the Bluegrass (LEX) Airport, in Lexington, KY to the south to Powell Airport (DVK) in Junction City, KY. Southwest to the Liberty/Casey County (153) Airport near Clementsville, KY to Columbia/Adair County Airport (196) along Cumberland Parkway to Glasgow, KY Airport (GLW) continuing Southwest to Bowling Green/Warren County Regional Airport (BWG) in Bowling Green, KY.

b. LFA #1 - A 30 nautical mile radius from Godman AAF passing through the following points and towns: At a start point on the Bluegrass Parkway approximately 7 nautical miles east of Bardstown, KY arching through Saint Francis, KY; Hammonville, KY; Bonnieville, KY; Leitchfield, KY; Rough River State Park Airport (at Falls of Rough, KY); Cloverport, KY; Milltown, IN; Sellersburg, IN; Taylorsville, KY; Bloomfield, KY and then to the start point on the Bluegrass Parkway.

c. LFA #2 - Northeast from LFA #1 and Louisville, KY. Southern boundary is the Bluegrass Parkway and the Northern boundary is I-65.

d. LFA #3 - Southeast from LFA #1 and south of LFA #2. Northern boundary is the Bluegrass Parkway and the southern boundary is I-65.

e. LFA #4 - Southwest from LFA #1 and west of LFA #3. Southern boundary is I-65 and the Northern boundary is the Ohio River.

f. LFA #5 - Northwest from LFA #1 and north of LFA #4. Southern boundary is the Ohio River and the northern boundary is I-65.

APPENDIX B AREAS RESTRICTED TO OVERFLIGHT

B-1. Avoidance Areas

Areas to be avoided by aircraft below 1200 feet AGL (2000 feet MSL) and by 1 nautical mile.

NAME	GRID	LAT/LONG
Gospel Campground, KY Hwy 44	FT 069073	N38 01 W85 47
Green River Lake, KY	FG 493239	N37 15 W 85 19
Knob Creek Range, KY "Civilian Firing Range"	ET 982063	N38 00 W 85 53
Mammoth Cave National Park, KY	EG 799156	N37 11 W86 06
Nichols School, KY Hwy 44	ET 979077	N38 01 W 85 53
Nolin River Lake, KY	EG 709322	N37 20 W 86 12
Rough River Lake, KY	EB 456616	N37 36 W86 29
Taylorsville Lake, KY	FH 492 109	N38 02 W85 18
Bardstown Junction, KY City Limits	FS 141 993	N37 55 W 85 42
Belmont, KY City Limits	FS 130 948	N37 52 W 85 42
Brandenburg, KY City Limits	FS 129 946	N38 00 W86 12
Doe Valley Lake, KY City Limits	ET 777 058	N37 58 W85 41
Colesburg, KY City Limits	FS 080 825	N37 47 W85 46
Elizabethtown, KY City Limits	EG 955 712	N37 41 W85 55
Lebanon Junction, KY City Limits	FS 118 880	N37 50 W85 41
Louisville, KY City Limits	FH 110 214	N38 08 W85 44
Flaherty, KY City Limits	ES 819 877	N37 48 W86 03
New Albany, IN City Limits	FH 093 398	N38 18 W85 45
Radcliff, KY City Limits	ES 926 880	N37 49 W 85 55
Rineyville, KY City Limits	ES 909 784	N38 08 W85 58
Shepherdsville, KY City Limits	FT 129 049	N37 58 W85 43
Vine Grove, KY City Limits	ES 899 850	N37 48 W85 59
Bernheim Forest, Bullitt County, KY	FG 202 938	N37 53 W85 38
Yellow Bank Wildlife Reserve Breckinridge County, KY	EG 410 948	N37 54 W86 32

B-2. Check Local NOTAMs for additional Avoidance Areas and updates.

APPENDIX C

APPROVED LANDING AREAS IN THE CANTONMENT AREA

C-1. Approved Landing Areas in the Cantonment Area.

NAME	GRID	LAT/LONG	TYPE
*Godman AAF	ES 9035 9588	N37 54 24 W85 58 17	Airport
*Runway 15	ES 8985 9631	N37 54 42 W85 58 41	End of Runway
*Runway 18	ES 9055 9660	N37 54 51 W85 58 13	End of Runway
*Runway 33	ES 9060 9527	N37 54 09 W85 58 15	End of Runway
*Runway 36	ES 9064 9500	N37 54 01 W85 58 09	End of Runway
*Midfield Heliport	ES 9070 9577	N37 54 41 W85 58 11	Helipad
*Compass Rose	ES 9075 9600	N37 54 54 W85 58 09	Compass Calibration Point
***IACH Heliport	ES 9312 9531	N37 54 12 W85 56 38	MEDEVAC Helipad
*Runway 04	ES 8995 9515	N37 54 06 W85 58 39	End of Runway
*Runway 09	ES 8973 9595	N37 54 31 W85 58 47	End of Closed Runway
*Runway 22	ES 9090 9613	N37 54 37 W85 57 59	End of Runway
*Runway 27	ES 9125 9577	N37 54 37 W85 57 59	End of Closed Runway
****Armor School	ES 9180 9595	N37 54 50 W85 57 30	Athletic Field Helipad
**Brooks Field	ES 9232 9462	N37 54 75 W85 57 08	Parade Field Helipad
*Range Control	ES 9371 9671	N37 54 99 W85 55 95	Helipad
*9 th & Wilson Road	ES 9381 9451	N37 53 68 W85 55 98	Gravel Lot Helipad
*Victory Field	ET 9420 8520	N37 54 12 W85 55 71	Parade Field Helipad

Note: Prior Permission Required (PPR) for all cantonment approved landing areas.

PPR Approval Authority

- * Airfield Operations, Godman AAF
- ** Chief of Staff or G3/DPTM
- *** CDR Ireland Army Community Hospital
- **** Director of Armor School

C-2. Approved landing sites at Airstrips/Helipads/Landing Zones in the Training Complex.

NAME	GRID	LAT/LONG	TYPE
Cedar Creek	FS 036 862	N37 49 W85 49	Airstrip
East Gate	FS 091 934	N37 53 W85 46	Airstrip
Mount Eden Church	FT 037 022	N37 58 W85 49	Airstrip
Otter Creek	ES 866 933	N37 53 W86 01	Airstrip
Twin Knobs	FS 086 888	N37 51 W85 46	Airstrip
West Point	ET 907 042	N37 59 W85 58	Airstrip
Wilcox Lake	FT 066 022	N37 58 W85 47	Airstrip
Advanced Driving Crs	ES 941 927	N37 53 W85 55	Helipad & LZ
Basic Driving Crs.	ES 912 973	N37 55 W85 58	Helipad
Anderson Cemetery	ET 999 048	N37 59 W85 52	Helipad
Cedar Creek Range	FS 029 880	N37 50 W85 50	Helipad
St. Vith Range	ES 994 877	N37 50 W85 53	Helipad
Tobacco Leaf Lake	ES 896 921	N37 52 W85 59	Helipad
Tow/Dragon Range	ES 902 969	N37 55 W85 58	TA-11 Helipad
Yano Range	FS 084 862	N37 49 W85 46	Helipad
Zussman AAR Bldg.	FT 038 025	N37 52 W85 49	Helipad
Zussman Soccer Field	FT 033 015	N37 57 W85 49	Helipad
Zussman Mock Afld	FT 038 017	N37 58 W85 49	Mock Airfield
Zussman Embassy	FT 032 016	N37 57 W85 50	Helipad

Note: Prior Permission Required (PPR) through Range Control

APPENDIX D

TERRAIN FLIGHT TRAINING SECTORS

D-1. West Point Area - (Training Area 12) From intersection of Highway 835 and Highway 31W (CP51), southwest along Highway 31W to intersection of Highway 1638, then west along Highway 1638 to the reservation boundary (CP42), then north along the reservation boundary back to Highway 835 then south along Highway 835 to Highway 31W (CP51) and the start point.

D-2. Otter Creek Area - (Training Areas 8, 9 and 10) From intersection of Highway 31W and Highway 1638, south along Highway 31W to intersection of Highway 60, then generally south along the Van Voorhis, Rose Terrace and Prichard Place housing areas western perimeter to Highway 31W, then south along 31W to the reservation boundary, then west and north along the reservation boundary to Highway 1638, then east along Highway 1638 to Highway 31W and the start point.

D-3. Mount Eden Area- (Training Areas 16, 17, 18) From intersection of reservation boundary and Salt River (ET 944 053) east along the Salt River to intersection of the impact area, then east along the northern impact area boundary to the Salt River, east along the Salt River again to the impact area boundary, then east along the northern impact area boundary to the reservation boundary, then north along the reservation boundary to start point.

D-4 Mill Creek Area (Training Areas 5, 6, 7) From an intersection north of Mill Creek Church grid ES 953 873, northwest along reservation boundary to Highway 447 at the Wilson Road Gate and then north along Highway 447 (Wilson Road) to a road intersection at grid ES 930 934 (CP 33), then directly northeast to a round intersection (ES 962 960), then south along the impact area to road intersection (ES 982 871), then west along road to start point.

D-5 Douglas Training Areas 2, 3, 4 From road intersection of South Boundary Road and Main Road (CP25) (ES 964 872), south along the reservation boundary, then east to Highway 313, then continuing east until intersecting the reservation boundary again and then Northeast along the reservation boundary to intersect the impact area (FS 072 855) then east along the impact area boundary to intersection of road and impact area boundary (ES 982 871), then west along road to start point.

APPENDIX E

NOE (NAP OF THE EARTH) ROUTES

E-1. NOE ROUTES - As depicted on the Fort Knox Special 1:50,000 map located in the Flight Planning area of Airfield Operations, Godman AAF.

a. Green Route - (Training area 9, 10, 12) Begins at CP 36, pick up Otter Creek, proceed northbound, upon reaching pumping station (ES 857 955) climb to an altitude that will allow the aircraft to clear the power lines along highway 60, but not lower than 50 feet above the power lines, cross wires at the pole (Recommend altitude 165 feet AGL, 800 feet MSL). Aircraft will clear buildings north of highway 60 (Camp Carlson) before descending to NOE altitude at ES 853 953. Follow NOE route northbound as depicted on map RP/SP 52.

b. Southbound NOE flight on Green Route will be flown using the same Check Points (CP) and locations for climb/descent to clear the wires next to highway 60. Clearance for southbound flight will be requested from Godman Tower/Advisory.

c. Brown Route - (Training areas 2, 4, 5, 7, 16, 17 & 18). From Soft Airstrip at (FS 035 862) west through the road intersection on CP 23 to road intersection (FS 994 847). Then northbound along Training Area 4 boundary, picking up Mill Creek follow to CP 39. Continue north between impact areas A and C (Easy Gap) to Floating Bridge site, then to Raridan Hollow then follow Cedar Point Branch to CP 53 then follow NOE route eastbound to RP/SP CP 3.

d. East Side - (East Side boundary of Fort Knox) From SP Wilcox Lake Airstrip at (FS 0066 022) to CP8 at (FS 084 990) to OP15 (Bolton Knob) at (FS 109 899) to RP 313 (FS 091 851).

APPENDIX F REFERENCES

REGULATIONS

AFJI 11-201, Operational Procedures for Aircraft Carrying Hazardous Materials, 11 Nov 94

AR 95-1, Flight Regulations, 1 Sep 97

AR 95-2, Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigational Aids, 10 Aug 90

AR 95-27, Operational Procedures for Aircraft Carrying Hazardous Materials, 11 Nov 94

AR 385-10, The Army Safety Program, 23 May 88

AR 385-63, Policies and Procedures for Firing Ammunition for Training, Target Practice and Combat, 15 Oct 83

AR 385-64, U.S. Army Explosives Safety Program, 28 Nov 97

AR 385-95, Army Aviation Accident Prevention, 10 Dec 99

AR 500-2, Search and Rescue (SAR) Operations, 15 Jan 80

DOD 4515.13R, Department of Defense (DOD) Air Transportation Eligibility Regulation, Nov 94

FAAH 7110.65, Federal Aviation Administration Handbook, 24 Feb 00

FAR Part 91, Federal Aviation Regulations - General Operating and Flight Rules, Dec 97

FAR Part 105, Parachute Jumping, 26 Feb 63

FORSCOM Suppl 1 to AR 95-1, Flight Regulations, 5 Jul 98

FORSCOM 385-1, Forces Command Safety Program, 31 Mar 98

TRADOC Reg 385-2, TRADOC Safety Program, 27 Jan 00

Fort Knox Reg 385-22, Range Regulation (Training/Impact Areas), 1 Dec 00

TECHNICAL PUBLICATIONS

TM 1-1500-250-23, Aviation Unit and Aviation Intermediate Maintenance for General Tie-Down and Mooring on all Series Army Models, AH-64, UH-60, CH-47, UH-1, AH-1, OH-58 Helicopters, 24 Aug 90

TM 38-250, Preparing Hazardous Materials for Military Air Shipment, 11 Dec 01

FIELD MANUALS

FM 1-140, Helicopter Gunnery, 29 Mar 96

FM 1-300, Flight Operations Procedures, 15 Jul 98

FM 1-400, Aviator's Handbook, 31 May 83

FM 10-67-1, Concepts and Equipment of Petroleum Operations, 2 Apr 98

FM 10-450-3, Multiservice Helicopter Sling Load: Basic Operations and Equipment, 10 Apr 97

FM 10-450-4, Multiservice Helicopter Sling Load: Single-Point Load Rigging Procedures, 30 May 98

FM 10-450-5, Multiservice Helicopter Sling Load: Dual Point Load Rigging Procedures, 30 Aug 99

FM 100-14, Risk Management, 23 Apr 98

FM 57-220, Static Line Parachuting Techniques and Training, 19 Aug 96

TRAINING CIRCULARS

TC 1-209, Aircrew Training Manual - Observation Helicopter OH-58D Aviator/Aeroscout Observer, 9 Dec 92

TC 1-210, Aircrew Training Program Commander's Guide to Individual and Crew Standardization, 3 Oct 95

TC 1-212, Aircrew Training Manual -Utility Helicopter, UH-60/EH-60H, 8 Mar 96

TC 1-214, Aircrew Training Manual -Attack Helicopter, AH-64, 20 May 92

TC 1-218, Aircrew Training Manual -Utility Airplane, 2 Mar 93

TC 1-214, Aircrew Training Manual for Attack Helicopter, AH-64, 20 May 92

TC 1-216, Aircrew Training Manual for Cargo Helicopter, CH-47, 8 Oct 92

TC 21-24, Rappelling, 10 Sep 97

TC 21-305-2, Training Program for Night Vision Goggles Driving Operations, 4 Sep 98

TC 31-24, Special Forces Air Operations, 9 Sep 88

TC 31-25, Special Forces Waterborne Operations, 3 Oct 88

FORMS

ATZK-PT-1-R, Aug 00, Fort Knox Local Area Orientation

ATZK-PT-2-R, Aug 00, Fort Knox NVD Operation

DA Form 2028, 1 Feb 74, Recommended Changes to Publications and Blank Forms

DA Form 5484-R, Feb 96, Mission Schedule/Brief

DD Form 175, May 86, Military Flight Plan

DD Form 175-1, Sep 89, Flight Weather Briefing

DD Form 1801, May 87, DOD International Flight Plan

FAA Form 7233-1, Aug 82, U.S. Department of Transportation FAA Flight Plan

STANDARD OPERATING PROCEDURES

Godman AAF SOP, Draft

APPENDIX G
ACRONYMS AND ABBREVIATIONS

AAF	Army Airfield
ADF	Automatic Direction Finder
AFJI	Air Force Joint Instructions
AGL	Above Ground Level
AH	Attack Helicopter
AR	Army Regulation
AT&A	Air Traffic and Airspace
ATC	Air Traffic Control
ATM	Aircrew Training Manual
AWDS	Automated Weather Distribution System
BDU	Battle Dress Uniform
CAP	Civil Air Patrol
CAS	Close Air Support
CCR	Closed Circuit Refuel
CP	Check Point
CRS	Course
CTA	Common Table of Allowances
CVFR	Copter Visual Flight Rules
DA	Department of the Army
DOD	Department of Defense
DZ	Drop Zone
EOC	Emergency Operation Center
EOD	Explosive Ordinance Disposal
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
ETE	Estimated Time Enroute
FAA	Federal Aviation Administration
FAR	Federal Air Regulation
FARP	Forward Area Refueling Point
FORSCOM	Forces Command
FRIES	Fast Rope Insertion/Extraction System
HELOCAST	Helicopter Casting
IFR	Instrument Flight Rule
IMC	Instrument Meteorological Conditions
KIAS	Knot Indicated Airspeed
LFA	Local Flying Area
L/DEH	Lasers/Directed Energy Hazards
LZ	Landing Zone
MASA	Military Ammunition Storage Area
MEDEVAC	Medical Evacuation
MOCA	Minimum Obstruction Clearance Altitude

MSL
NCOIC
NDB
NOE
NOTAM.
NTE
NVD
NVG
OIC.
OSA
PC
PMSV
POC
POL
PPR
PZ
REG
RON
RP
RWY
SOP
SP
SPIES
STABO
SVFR
TADS
TC
UHF
USAARMC
USAF
UH
UHF
VCSA
VFR
VHF
VMC
VOR

Mean Sea Level
Non Commissioned Officer In Charge
Non Directional Beacon
Nap of the Earth
Notice To Airmen
Not To Exceed
Night Vision Device
Night Vision Goggle
Officer In Charge
Operational Support Airlift
Pilot In Command
Pilot-to-Metro Service
Point of Contact
Petroleum, Oil and Lubricants
Prior Permission Required
Pickup Zone
Regulation
Remain over night
Release Point
Runway
Standing Operating Procedure
Start Point
Special Patrol Insertion/Extraction System
Stability Operations
Special Visual Flight Rule
Target Acquisition Designation System
Training Circular
Ultra High Frequency
United States Army Armor Center
United States Air Force
Utility Helicopter
Ultrahigh Frequency
Vice Chief of Staff of Army
Visual Flight Rule
Very High Frequency
Visual Meteorological Conditions
Very High Frequency Omni Directional Receiver

**APPENDIX H
FORMS**

ATZK-PT 001-R	Fort Knox Local Area Orientation
ATZK-PT 002-R	Fort Knox NVD Operation
ATZK-PT 003-R	Godman AAF Accident Information Form

FORT KNOX LOCAL AREA ORIENTATION

SECTION A – CREW MEMBER RECEIVING THE ORIENTATION

1. CHECK ONE <input type="checkbox"/> a. INITIAL <input type="checkbox"/> b. RENEWAL	2. RANK	3. NAME (Last, First, MI)	4. UNIT NAME AND MILITARY ADDRESS
5. COMPLETED ORIENTATION	a. DAY		6. SIGNATURE
	YR	MO DAY	
		YR MO DAY	

SECTION B – CREW MEMBER CONDUCTING THE ORIENTATION

7. RANK	8. NAME (Last, First, MI)	9. UNIT NAME AND MILITARY ADDRESS
10. POSITION <input type="checkbox"/> SP <input type="checkbox"/> IP <input type="checkbox"/> PC <input type="checkbox"/> CE <input type="checkbox"/> OTHER		11. SIGNATURE

SECTION C – ORIENTATION CHECK LIST

12. DAY	13. NIGHT
a. Local flying regulations	a. Local flying regulations
b. Range regulations	b. Range regulations
c. Flight restrictions	c. Flight restrictions
d. Local hazards map	d. Local hazards map
e. Local instrument flight procedures	e. Local instrument flight procedures
f. ATC facilities	f. ATC facilities
g. NAVAIDS	g. NAVAIDS
h. IIMC plan	h. IIMC plan
i. Seasonal environmental hazards	i. Seasonal environmental hazards
j. Local flight following	j. Local flight following
k. Review of local crash map	k. Review of local crash map
l. Range Control clearance procedures	l. Range Control clearance procedures
m. Review risk assessment/hazard analysis requirements	m. Review risk assessment/hazard analysis requirements
n. Review local hospital helipads	n. Review local hospital helipads
o. Review LZ/PZ album	o. Review LZ/PZ album

SECTION D – MISC. (REMARKS/COMMENTS)

FORT KNOX NVD OPERATION

SECTION A – UNIT CONDUCTING NVD TRAINING

1. REQUESTING UNIT:

2. REQUESTING UNIT HOME BASE:

3. DATE:

SECTION B – TRAINING DTG

4. TRAINING AREA OF OPERATION:

5. TRAINING STARTS ON:

6. TRAINING ENDS ON:

SECTION C – AIRCRAFT & PERSONNEL CONDUCTING TRAINING

7. A/C	8. TYPE	9. TAIL #	10. CALL SIGN	11. RNK	12. NAME	13. UNIT

SECTION D – STATEMENT OF COMPLIANCE

14. As the ☐ PC ☐ AMC,

I certify that I have read and will comply with all NVD procedures in Fort Knox Reg 95-1. I will ensure that all personnel in aircraft listed in block 12 above will comply with Fort Knox Reg 95-1 and all other publications related to NVD operations. I understand that all personnel conducting NVD operations on Fort Knox are required to have and be familiar with a unit SOP that addresses NVD operations (an operations order may be submitted for an SOP with the Godman AAF Manager's approval on a case-by-case basis). I further understand that all aircraft conducting NVD operations on Fort Knox shall have, in the aircraft, a Fort Knox 1:50,000 map depicting all terrain flight hazards.

The PC/AMC assumes all responsibility for ensuring that this map depicts all existing wires and obstacles. Godman AAF Manager recommends that a wire/obstacle reconnaissance be conducted, during daylight hours, of the requested areas on the day before conducting NVD operations by the unit or aircraft that will fly under NVD.

SIGNATURE

Signature Block

Godman Army Airfield Accident Information

9. INITIALS (of person giving the message): _____

PRIMARY INITIALS: TWR ____, OPNS ____, FIRE STA. #3 ____, AMBULANCE ____, MEDEVAC ____

SECONDARY INITIALS: FIRE STA. #1 ____, FLT SURG. ____, WEATHER STA ____, AVN DIV ____, MP ____

ATZK-PT FORM 3-R, AUG 00